2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 108

City of Danville

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Route Longth AADT QA 4The Bus 2AAB 3AAB 1Trail 2Trail							City of L	anville								
Note Canalina State Feb. Note Feb. Not	Route	Length	AADT	QA	4Tire	Bus	2Axle 3+		2Trail	- QC		QK		AAWDT	QW	Year
1000 G 78% 1% 2% 3% 66% 1% F NA 10000 G 2001	City of Danville															
The color of the		0.22	10000	G		10/			10/	_	NIA			10000	C	2002
1.10 10000 F 78% 1% 2% 3% 16% 1% F 0.076 F 0.505 10000 F 2000	29	0.23	10000	G	70%	170	270	5% 10%	170	Г	INA			10000	G	2003
Section Part	~											_				
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1.88 1200 F 78% 19% 29% 3% 16% 1% F 0.077 F 0.53 12000 F 2000																
28	29 }	2.60	11000	В	78%	1%	2%	3% 16%	1%	С	0.098	Α	0.518	11000	В	2003
1.48					To-		SR 86 M	Iain St	-							
1.48	29	1.85	12000	F	78%	1%	2%	3% 16%	1%	F	0.077	F	0.53	12000	F	2003
1.48	<u> </u>				To		Goodyea	r Blvd								
1.88	29	1.48	14000	F		1%			1%	F	0.071	F	0.574	14000	F	2003
1.88					To:	TIC	2 50. TIC 260 C	outh Doctor De								
Sect Describe Sect Describ	20	1 88	8400	F						F	0.074	F	0 587	8400	F	2003
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Bus	29) West Main Officer	0.07	12000	·	3070	1 70			070	•	IVA			13000	J	2000
Part	Bus				From:		Wither	s Rd								
Description		0.91	12000	F	96%	1%	1%	1% 1%	0%	F	0.085	F	0.504	13000	F	2003
Bus 23) Memorial Dr 0.73 13000 F 97% 1% 1% 1% 1% 0% 0% F 0.09 F 0.555 18000 F 2003 Bus 24) Memorial Dr 0.74 18000 F 97% 1% 1% 1% 1% 0% 0% F 0.09 F 0.526 14000 F 2003 Bus 25) Memorial Dr 0.17 18000 F 97% 1% 1% 1% 1% 0% 0% F 0.09 F 0.537 19000 F 2003 Bus 28) Memorial Dr 0.14 17000 F 97% 1% 1% 1% 1% 0% F 0.093 F 0.537 19000 F 2003 Bus 29) Memorial Dr 0.14 17000 F 97% 1% 1% 1% 1% 0% F 0.093 F 0.551 13000 F 2003 Bus 29) Memorial Dr 0.71 12000 F 97% 1% 1% 1% 1% 0% F 0.093 F 0.551 13000 F 2003 Bus 29) Memorial Dr 0.85 12000 F 97% 1% 1% 1% 1% 0% F 0.093 F 0.551 13000 F 2003 Bus 29) Memorial Dr 0.85 12000 F 97% 1% 1% 1% 1% 0% F 0.093 F 0.551 13000 F 2003 Bus 29) Memorial Dr 0.85 12000 F 97% 1% 1% 1% 1% 0% F 0.093 F 0.550 13000 F 2003 Bus 29) Memorial Dr 0.85 12000 F 97% 1% 1% 1% 1% 0% F 0.083 F 0.560 35000 F 2003 Bus 29) Central Blvd 0.30 36000 F 97% 1% 1% 1% 1% 0% F 0.083 F 0.506 35000 N 2003 Bus 29) Central Blvd 0.59 32000 F 98% 0% 1% 1% 1% 0% 0% F 0.083 F 0.563 32000 F 2003 Bus 29) Piney Forest Rd 0.52 31000 F 98% 0% 1% 1% 1% 0% 0% F 0.085 F 0.563 32000 F 2003 Bus 29) Piney Forest Rd 0.60 29000 F 98% 0% 1% 1% 1% 0% 0% F 0.086 F 0.573 31000 F 2003 Bus 29) Piney Forest Rd 0.98 28000 F 98% 0% 1% 1% 1% 0% 0% F 0.086 F 0.573 31000 F 2003 Bus 29) Piney Forest Rd 0.98 28000 F 98% 0% 1% 1% 1% 0% 0% F 0.086 F 0.573 31000 F 2003 Bus 29) Piney Forest Rd 0.98 28000 F 98% 0% 1% 1% 1% 0% 0% F 0.086 F 0.573 31000 F 2003	<u> </u>				To:		Old Green	sboro Rd								
Nemorial Dr	~~~	0.05	47000	_	From:	407			001	^	0.000	_	0.555	40000	_	000
Bus	29 West Main Street	0.65	1/000	F		1%			0%	C	0.086	F	0.555	18000	F	200
Memorial Dr	Rue															
Bus	~~~	0.73	13000	F	97%	1%			0%	F	0.09	F	0.526	14000	F	2003
Bus Park Ave Par	29			-	T					-		-			-	
Robertson Bridge Final Robertson Bridge Final Robertson Bridge Robertson Brid	Bus				From:		Bisho	p St								
Bus Park Ave Primurose Pl	29 Memorial Dr	0.17	18000	F	97%	1%	1%	1% 1%	0%	С	0.088	F	0.537	19000	F	2003
Bus Park Ave Primrose Pl	<u> </u>				To		Robertsor	Bridge								
Bus		0.44	47000	_		40/			00/	_	0.007	_	0.00	10000	_	2004
Bus	29 Memorial Dr	0.14	17000	г	97%	1%	1%	1% 1%	0%	г	0.097	г	0.63	19000	F	200.
Bus Piece	Rus				From:		Park A	Ave								
Bus Primer Prim	~~~	0.71	12000	F	97%	1%	1%	1% 1%	0%	F	0.093	F	0.551	13000	F	2003
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Bus	~~~						Primro	se PI								
Bus Pinet Pinet Memorial Dr Pinet Dr Pinet Dr Pinet	29 Memorial Dr	0.85	12000	F		1%			0%	F	0.092	F	0.506	13000	F	2003
Sus	<u> </u>															
Riverside Dr Rive	Bus Control Blvd	0.30	36000	_		10/			0%	_	0.097	_	0.59	40000	_	2001
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Piedmont Dr	Bus				From:		Riversi	de Dr								
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Bus Piney Forest Rd 0.59 32000 F 98% 0% 1% 1% 1% 1% 0% F 0.083 F 0.506 35000 F 2003					To:											
Bus 29 Piney Forest Rd 0.52 31000 F 97% 0% 1% 0% 1% 0% 1% 0% C 0.081 F 0.538 34000 F 2003	Bus			_											_	_
Bus 29 Piney Forest Rd 0.52 31000 F 97% 0% 1% 0% 1% 0% 1% 0% C 0.081 F 0.538 34000 F 2003	29 Central Blvd	0.59	32000	F		0%			0%	F	0.083	F	0.506	35000	F	2003
Piney Forest Rd 0.52 31000 F 97% 0% 1% 0% 1% 0% C 0.081 F 0.538 34000 F 2003 Bus																
Audubon Dr Piney Forest Rd 0.60 29000 F 98% 0% 1% 1% 1% 0% F 0.083 F 0.578 32000 F 2003	20 Piney Forest Rd	0.52	31000	F		0%			n%	C	0 081	F	0.538	34000	F	2001
Audubon Dr Piney Forest Rd 0.60 29000 F 98% 0% 1% 1% 1% 0% F 0.083 F 0.578 32000 F 2003	29) 1 1110) 1 01001 110	0.02	3.300	•		J /0			J /0	J	0.001	'	0.000	J-7000	'	2000
Bus 29 Piney Forest Rd 0.31 29000 F 98% 0% 1% 1% 1% 0% C 0.085 F 0.563 32000 F 2003					From:		Audubo	on Dr								
Bus 29 Piney Forest Rd 0.31 29000 F 98% 0% 1% 1% 1% 0% C 0.085 F 0.563 32000 F 2003	29 Piney Forest Rd	0.60	29000	F	98%	0%	1%	1% 1%	0%	F	0.083	F	0.578	32000	F	2003
Piney Forest Rd 0.31 29000 F 98% 0% 1% 1% 1% 0% C 0.085 F 0.563 32000 F 2003 Bus 29 Piney Forest Rd 0.98 28000 F 98% 0% 1% 1% 1% 0% F 0.086 F 0.573 31000 F 2003 Bus Franklin Blvd Frank	~				To:		Keenem	ill Rd	1							
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Bus 29 Piney Forest Rd 0.98 28000 F 98% 0% 1% 1% 1% 0% F 0.086 F 0.573 31000 F 2003 Substance Franklin Blvd Frankl					To: From:		Ash	St								
Bus Franklin Blvd Prom From Franklin Blvd Prom Franklin Blvd	oo Piney Forest Pd	0 08	28000	F		0%			0%	F	0 086	F	0 573	31000	F	2003
Bus Franklin Blvd 29 Piney Forest Rd 0.44 17000 F 98 0% 1% 1% 1% 0% F 0.086 F 0.55 19000 F 2003	29 1 mey rolest Nu	0.30	20000	•	JU /0	U /0			U /0		0.000		0.573	31000	'	200
29 Piney Forest Rd 0.44 17000 F 98% 0% 1% 1% 1% 0% F 0.086 F 0.55 19000 F 2003					From:		Franklir	Blvd	j							
To: North Main Street	29 Piney Forest Rd	0.44	17000	F	98%	0%	1%	1% 1%	0%	F	0.086	F	0.55	19000	F	2003

						City of Dariviii	е								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville								_							
Bus				From:		Piney Forest Ro									
29 North Main Street	0.13	20000	F	98%	0%	1% 0%	1%	0%	С	0.086	F	0.552	21000	F	2003
<u> </u>				To-		NCL Danville									
				From:		Piney Forest Ro	ı	Ī							
41 Franklin Turnpike	0.70	14000	F	98%	0%	1% 1%	0%	0%	С	0.092	F	0.626	16000	F	2003
41)			-	To:		WCL Danville			_		-			•	
				r											
			_	From:	201	WCL Danville	221	221	_		_			_	
51 Westover Dr	3.03	3400	F	98%	0%	1% 0%	0%	0%	F	0.104	F	0.542	3700	F	2003
<u> </u>				To: From:		Lamberth Dr		-							
51 Westover Dr	1.33	5900	F	98%	0%	1% 0%	0%	0%	С	0.088	F	0.579	6500	F	2003
31)				. —											
	0.70	0.400	_	From:	00/	Blair Loop Rd	00/		_	0.000	_	0.550	40000	_	
51 Westover Dr	0.70	9400	F	98%	0%	1% 0%	0%	0%	F	0.092	F	0.550	10000	F	2003
<u> </u>				To: From:		Park Ave		-							
(51) Westover Dr	0.98	8000	F	98%	0%	2% 0%	0%	0%	С	0.091	F	0.52	8700	F	2003
31)				To:		E US 58; Riverside									
								<u> </u>							
~~ Diversity 5		40000	_	From:	401	WCL Danville	601	601	_	0.00-	_	0.040	40000	_	000
[58] Riverside Dr	4.97	18000	F	91%	1%	1% 1%	6%	0%	F	0.095	F	0.649	18000	F	200
~				To:		US 29 Bus Park A	ve								
58 Riverside Dr	0.93	20000	F	91%	1%	1% 1%	6%	0%	F	0.086	F	0.521	20000	F	200
33)			-						•						
~~			_	From:		SR 51; Westover			_						
58 Riverside Dr	0.51	27000	G	91%	1%	1% 1%	6%	0%	F	NA			27000	G	2003
<u>~</u>				To		Central Blvd									
58 Riverside Dr	0.24	31000	F	91%	1%	1% 1%	6%	0%	F	0.081	F	0.512	31000	F	2003
38)				-											
~~~ - · · · · -				From:		Piney Forest Ro			_					_	
58 Riverside Dr	0.92	26000	F	91%	1%	1% 1%	6%	0%	F	0.081	F	0.524	26000	F	2003
<u> </u>				To		Amette Blvd									
Riverside Dr	0.82	14000	F	91%	1%	1% 1%	6%	0%	F	0.082	F	0.511	14000	F	2003
58 Riverside Dr	0.02	14000	•	0170	1 70	170 170	070	0 70	•	0.002	•	0.011	14000	•	200
~~~				From:		N Main St		-							
[58] River Street	0.64	23000	G	91%	1%	1% 1%	6%	0%	F	NA			22000	G	2003
\sim				To		Old Halifax Rd									
58 South Boston Rd	1.12	15000	F	91%	1%	1% 1%	6%	0%	F	0.082	F	0.562	15000	F	2003
58 South Boston Rd	1.12	13000	Г	9170	1 /0	170 170	0 /0	0 /0	ı	0.002		0.502	13000		200
~~~				From:		US 29		-							
58 South Boston Rd	1.02	26000	F	83%	1%	2% 1%	13%	1%	F	0.076	F	0.525	26000	F	2003
$\searrow$				To:		Kentuck Rd									
Courth Doctor Dd	1.00	20000	_	From:	10/		120/	10/	_	0.070	_	0.520	20000	_	2004
58 South Boston Rd	1.98	20000	F	83% To:	1%	2% 1%	13%	1%	F	0.079	F	0.539	20000	F	2003
				10.		ECL Danville									
				From:		SCL Danville									
86) South Main Street	1.11	10000	F	95%	0%	1% 0%	4%	0%	С	0.09	F	0.501	11000	F	2003
				To:		Lookatt Dr									
86 South Main Street	0.61	15000	_	95%	0%	Lockett Dr 1% 0%	40/	00/	F	0.000	F	0.624	17000	F	2003
86 South Main Street	0.61	15000	F	93 /0	0 /6	170 070	4%	0%	ı	0.082		0.624	17000	1	200
				To: From:		Broadnax St									
86 South Main Street	0.63	20000	F	97%	0%	1% 0%	1%	0%	С	0.081	F	0.536	21000	F	2003
				To:		Central Blvd									
_				From:		South Main St									
86 Central Blvd	0.38	19000	F	97%	0%	1% 0%	2%	0%	С	0.078	F	0.538	21000	F	2003
				Ter		W - 3.6 . ~									
0	0.00	05000		From:	00/	West Main St	407			0.070		0.011	07000	_	
86) Central Blvd	0.60	25000	F	98%	0%	1% 0%	1%	0%	С	0.079	F	0.611	27000	F	2003
~				To:		Memorial Dr									
				From:		Memorial Dr									
293) West Main St	0.54	6300	F	99%	0%	1% 0%	0%	0%	F	0.083	F	0.568	6900	F	200
			_	From:		Bishop Rd	221		_		_				
293) West Main St	0.49	6600	F	99 <u>%</u>	0%	1% 0%	0%	0%	F	0.089	F	0.55	7200	F	2003
				To:		Park Ave									
<u></u>	·					· · · · · · · · · · · · · · · · · · ·					_		· · · · · · · · · · · · · · · · · · ·		

						City of	Danvil	ie								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville							0 / 0.00				. 45151		. acto.			
				From:			rk Ave									
293) West Main St	0.96	8900	F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.527	9700	F	2003
				To: From:		Rano	dolph St		-							
293) West Main St	0.37	10000	F	99%	0%	1%	0%	0%	0%	F	0.084	F	0.506	11000	F	2003
				To		Cent	ral Blvd									
293) West Main St	0.16	9900	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.559	11000	F	2003
293)				To:												
Main Ct	0.04	44000		From:	0%		Main St	00/			0.001	F	0.507	12000	F	2002
293 Main St	0.04	11000	F	99%	U%	1%	0%	0%	0%	С	0.091	Г	0.507	12000	Г	2003
				From:			rook Ave		-							
293) Main St	0.27	9200	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.546	10000	F	2003
				To- From:		Jeffer	rson Ave		ļ.							
293) Main St	0.28	7700	F	99%	0%	1%	0%	0%	0%	F	0.096	F	0.52	8400	F	2003
				To:												
293) Main St	0.32	4700	F	From: 99%	0%	1%	dge St 0%	0%	0%	F	0.088	F	0.678	5200	F	2003
													0.070		F	2003
Combined	u iraific:	7500	F	98%	0%	1%	0%	0%	0%	F	NA			8200	Г	
				From:			idge St									
₂₉₃ )Main St Bridge	0.22	7800	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.639	8500	F	2003
<u> </u>				To: From:		Rive	rside Dr		]							
293) North Main St	0.37	5600	F	98%	0%	2%	0%	0%	0%	F	0.09	F	0.568	6100	F	2003
200)				To:			-l C4									
293) North Main St	0.33	13000	F	From: 98%	0%	2%	sham St 0%	0%	0%	F	0.085	F	0.570	14000	F	2003
293 North Main St	0.33	13000	Г	96%	0%	Z70	076	076	076	Г	0.065	Г	0.570	14000	г	2003
				From:			nond Blvc									
₂₉₃ )North Main St	0.81	12000	F	98%	0%	2%	0%	0%	0%	F	0.091	F	0.535	13000	F	2003
				To-		Thi	rd Ave		-							
293) North Main St	0.98	15000	G	98%	0%	2%	0%	0%	0%	С	NA			16000	G	2003
255)				т												
North Main Ct	0.01	6400		From:	00/		n Turnpik		00/		0.000		0.520	6700	г	2002
293 North Main St	0.91	6100	F	98% To:	0%	2%	0% E + P	0%	0%	F	0.088	F	0.539	6700	F	2003
						Piney	Forest Ro	1								
			_	From:		SR 413; N				_		_			_	
293 Patton St	0.37	2700	F	97%	0%	2%	0%	0%	0%	С	0.119	F		3000	F	2003
Combined	d Traffic:	7500	F	98%	0%	1%	0%	0%	0%	F	NA			8200	F	
				To:		SI	R 293									
~~~				From:		N N	Aain St									
360 \ 58 River Street	0.64	23000	G	91%	1%	1%	1%	6%	0%	F	NA			22000	G	2003
~ ~ _				To: From:		Old H	lalifax Rd].							
360 58 South Boston Rd	1.12	15000	F	91%	1%	1%	1%	6%	0%	F	0.082	F	0.562	15000	F	2003
300				Ter									-			
360 58 South Boston Rd	1.02	26000	F	From: 83%	1%	2%	IS 29 1%	13%	1%	F	0.076	F	0.525	26000	F	2003
360 58 South Boston Rd	1.02	20000	r	00 /0	1 /0			13/0	1 /0		0.070		0.320	20000		2003
~~~~				From:			tuck Rd						_			
360 (58) South Boston Rd	1.98	20000	F	83%	1%	2%	1%	13%	1%	F	0.079	F	0.539	20000	F	2003
~ ~				To:		ECL	Danville									
				From:		Rive	rside Dr									
360)(293) North Main St	0.37	5600	F	98%	0%	2%	0%	0%	0%	F	0.09	F	0.568	6100	F	2003
				To-		Wor	sham St		L							
360 293 North Main St	0.33	13000	F	98%	0%	2%	0%	0%	0%	F	0.085	F	0.570	14000	F	2003
360 293 North Main St	3.50	. 3000	•	To:	570		Main St	3,0	7,0	•	2.000	•	0.070	. 1000	•	_000
				From:			Main Stre	et	t							
Richmond Blvd	1.36	6300	F	98%	0%	1%	1%	0%	0%	С	0.091	F	0.569	6900	F	2003
				To:			Danville									
				From:			US 29		j							
440	0.10	15000	F	98%	1%	1%	0%	1%	0%	F	0.097	F	0.507	16000	F	2003
413	0.10	10000	•	90 70 To:					J /0	ı	0.031	'	0.507	10000	1	2003
						Cahill Cour	ı Goode l	street								

						City of Darivill	C								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville															
Marrarial Dr	0.04	40000	_	From:	40/	Central Blvd	40/	00/	_	0.000	_	0.500	42000	_	2002
413 Memorial Dr	0.64	12000	F	98%	1%	1% 0%	1%	0%	С	0.096	F	0.530	13000	F	2003
				From:		Poplar St									
413 Memorial Dr	0.26	9900	F	98%	1%	1% 0%	1%	0%	F	0.095	F	0.625	11000	F	2003
				From:		High St									
413 Memorial Dr	0.25	7700	F	98%	1%	1% 0%	1%	0%	F	0.097	F	0.639	8400	F	2003
				To:		Main St									
	0.00		_	From:	40/	Main St	00/	00/	_	0.44	_	0.500	0000	_	0000
1 Jefferson Ave	0.20	2000	F	98% To:	1%	1% 0%	0%	0%	С	0.11	F	0.506	2200	F	2003
				From:		Patton St									
2 Lanier Ave	0.08	1300	F	98%	1%	108-3 Chatham A	0%	0%	F	0.090	F	0.562	1400	F	2003
2 Lanier Ave	0.00	1300	-	70 /0 To:	1 /0	108-3708 Kemper		0 /6	•	0.090	•	0.302	1400		2003
				From:			114								
3 Bonner Ave	0.50	1900	F	99%	1%	Taylor Dr 1% 0%	0%	0%	F	0.084	F	0.619	2100	F	2003
3 Bormon 7 tro	0.00		•	To:	170	108-2 Chatham A		7,0	•	0.001	•	0.010	2.00	•	2000
				From:		Betts St									
4 Foster St	0.24	1800	F	99%	1%	1% 0%	0%	0%	F	0.228	F	0.536	2000	F	2003
				To		Industrial Ave									
				From:		US 58		Ī							
9 Ringgold Rd	0.07	2200	F	99%	1%	1% 0%	0%	0%	F	0.091	F	0.557	2400	F	2003
				To:		NCL Danville									
_				From:		1SR 293 P; Patten	St								
(11) North Ridge Street	0.62	3400	F	99%	0%	1% 0%	0%	0%	С	0.103	F	0.784	3800	F	2003
				To:		SR 413 Memorial	Dr								
				From:		Maxine Rd									
(3700) New Mayfield Rd	0.31	1700	F	99%	1%	1% 0%	0%	0%	F	0.093	F	0.555	1900	F	2003
				To:		West Main St									
O 5 D.	0.00	0.500	_	From:	40/	WCL Danville	00/	00/	_	0.000	_	0.044	0000	_	0000
(3702) Ferry Rd	0.66	3500	F	99% To:	1%	1% 0%	0%	0%	F	0.093	F	0.644	3900	F	2003
				From:		Old Greensboro R Ferry Rd	a								
(3702) Old Greensboro Rd	0.16	3800	F	99%	1%	1% 0%	0%	0%	F	0.093	F	0.557	4200	F	2003
				To:		C1US 29 Main S	t								
				From:		Holland Rd									
(3703) Elizabeth St	1.55	1000	F	99%	1%	1% 0%	0%	0%	С	0.107	F	0.537	1100	F	2003
				To:		Edgewood Dr									
Cdraward Dr	0.40	4000	_	From:	40/	Elizabeth St	00/	00/	_	0.000	_	0.000	2400	_	2002
(3703) Edgewood Dr	0.19	1900	F	99% To:	1%	1% 0% West Main St	0%	0%	F	0.099	F	0.699	2100	F	2003
				From:											
(3705) Holland Rd	1.93	590	F	98%	1%	SCL Danville 1% 0%	0%	0%	С	0.133	F	0.532	640	F	2003
1 Ionara Na	1.30	550	'	To:	1 /0	Schoolfield Dr	U /U	0 /0	J	0.100	'	0.002	0-10		2000
				From:		Holland Rd									
(3705) Schoolfield Dr	0.29	1000	F	98%	1%	0% 0%	0%	0%	С	0.093	F	0.5	1100	F	2003
				To:		Lanier Dr									
				From:		Greenwood Ave									
(3707) Arlington Ave	0.81	490	F	98%	1%	0% 0%	0%	0%	F	0.099	F	0.526	530	F	2003
				To:		Lanier St		ļ							
O Bisk B.	o ==	0000	_	From:	401	Memorial Dr	001	001	_	0.000	_	0.505	4000	_	0000
(3708) Bishop Rd	0.55	3900	F	98%	1%	0% 0%	0%	0%	С	0.088	F	0.565	4200	F	2003
				From:		West Main St									
(3708) Augusta Ave	0.06	3400	F	98%	1%	0% 0%	0%	0%	F	0.095	F	0.525	3800	F	2003
				To: From:		Lanier Ave									
(3708) Lanier St	0.74	3000	F	98%	1%	Augusta Ave 0% 0%	0%	0%	С	0.091	F	0.580	3300	F	2003
3700) 241101 01	0.74	2000	•	To:	1 /0	Garland St	J /0	3,0	5	0.001	•	0.000	3000	•	_000
						Ominite Di									

						City of Danvill	е								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville															
3708 Lanier Ave	0.13	950	F	99% To:	0%	Garland St 1% 0%	0%	0%	С	0.105	F	0.664	1000	F	2003
				From:		Kemper Rd Lanier St									
3708) Kemper Rd	0.69	7100	F	99%	0%	0% 0%	0%	0%	С	0.080	F	0.528	7800	F	2003
				To:		South Main St									
$\sim$				From:		Wooding Ave									
3710 Chatelaine Ave	0.44	2000	F	98% To:	1%	1% 0%	0%	0%	С	0.1	F	0.517	2100	F	2003
				From:		Levelton St Chatelaine Ave									
3710) Levelton St	0.19	1900	F	98%	1%	1% 0%	0%	0%	F	0.092	F	0.527	2000	F	2003
				To:		S Main St									
				From:		Kemper Rd									
3711) Wooding Ave	0.41	4800	F	98%	1%	1% 0%	0%	0%	F	0.092	F	0.547	5300	F	2003
				To-		W Main St									
				From:		108-3708 Kemper	Rd								
3713) Southampton Ave	0.42	1900	F	98 <u>%</u>	1%	1% 0%	0%	0%	F	0.086	F	0.525	2100	F	2003
				To:		108-3714 Watson	St								
<u> </u>			_	From:		HOWELAND CIRC					_				
(3714) Avondale Dr	0.41	3200	F	98%	1%	1% 0%	0%	0%	F	0.094	F	0.529	3500	F	2003
				To: From:		Virginia Avenue Virginia Ave	;								
3714) Watson St	0.23	3400	F	98%	1%	1% 0%	0%	0%	С	0.09	F	0.534	3700	F	2003
3/14				To											
3714) Stokes St	0.50	1800	F	98%	1%	South Main St 1% 0%	0%	0%	F	0.093	F	0.6	2000	F	2003
Stokes St	0.50	1000		90 /0	1 /0		0 /0	0 76	'	0.093	'	0.0	2000		2003
01-1 01	0.05	4500		From:	40/	Holbrook Ave	00/			0.400	_	0.004	4700	_	0000
3714) Stokes St	0.25	1500	F	98% To:	1%	1% 0%	0%	0%	F	0.109	F	0.634	1700	F	2003
				From:		Jefferson St									
3715) Park Ave	0.67	6000	F	98%	0%	West Main St 0% 0%	1%	0%	С	0.097	F	0.624	6500	F	2003
Park Ave	0.07	0000		90 /0 To:	0 /0	Memorial Blvd	1 /0	0 /6	C	0.097	'	0.024	0300		2003
				From:											
3716) Industrial Ave	0.73	5900	F	96%	1%	S Main St 1% 1%	2%	0%	F	0.088	F	0.529	6500	F	2003
(3716) Industrial Ave	0.75	5500	•	To:	1 /0	Jefferson Ave	270	070	•	0.000	'	0.020	0000		2000
_				From:		Jefferson St									
3716) Industrial Ave	0.70	4600	F	96%	1%	1% 1%	2%	0%	С	0.095	F	0.572	5000	F	2003
<u> </u>				To: From:		Goodyear Blvd		1							
3716) Industrial Ave	0.35	4900	F	96%	1%	1% 1%	1%	0%	F	0.1	F	0.556	5300	F	2003
				To:		Craghead St									
Crackand Ct	0.46	6200	_	From:	10/	Industrial Ave	10/	00/	0	0.070	_	0.554	6900	_	2002
3716 Craghead St	0.46	6200	F	96%	1%	1% 1%	1%	0%	С	0.078	F	0.554	6800	F	2003
O 0 1 10				From:	461	Wilson St	401			0.05=	_	0 = : =			
3716 Craghead St	0.10	5000	F	96%	1%	1% 1%	1%	0%	F	0.092	F	0.543	5500	F	2003
				To:		Patton St									
Mountain View Ave	0.50	2200	_	From:	00/	West Main St	10/	00/	_	0.404	_	0.660	2500	_	2000
Mountain View Ave	0.58	2300	F	97%	0%	1% 0% Primrose Ct	1%	0%	F	0.101	F	0.663	2500	F	2003
				From:		Mountain View A	ve								
3717) Primrose PI	0.07	2600	F	97%	0%	1% 0%	1%	0%	F	0.097	F	0.675	2800	F	2003
				To		Memorial Dr									
				From:		Canterbury Rd	-								
3718) Christopher La	0.30	1900	F	97%	0%	1% 0%	1%	0%	F	0.149	F	0.539	2000	F	2003
				To:		Central Blvd									
				From:		Central Blvd									
3721) South Main St	0.36	4400	F	97%	0%	1% 0%	1%	0%	F	0.123	F	0.642	4800	F	2003
				To:		Main St									
<del></del>															

						City of Dariville									
Route	Length	AADT	QA	4Tire	Bus	Truc			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville															
O Dread Ot	0.00	4700	_	From:	00/	Main St	40/	00/	_	0.405	_	0.004	1000	_	2002
3723 Broad St	0.23	1700	F	97%	0%	1% 0% Cleveland St	1%	0%	F	0.135	F	0.624	1900	F	2003
				From:		Holbrook St									
3723) Cleveland St	0.06	3700	F	97%	0%	1% 0%	1%	0%	F	0.128	F	0.533	4100	F	2003
				To:		Memorial Dr									
				From:		WCL Danville		Ī							
3724) Mt Cross Rd	1.75	13000	G	97%	0%	1% 0%	1%	0%	С	NA			14000	G	2003
				To:		Riverside Dr									
				From:		US 360 N Main St									
3726) East Thomas St	0.30	2000	F	99%	0%	1% 0%	0%	0%	С	0.101	F	0.511	2200	F	2003
				To:		Halifax St									
O			_	From:		East Thomas St			_		_			_	
3726) Halifax St	2.51	2000	F	98%	2%	0% 0%	0%	0%	F	0.117	F	0.574	2200	F	2003
				From:		Robin Hood Rd		}							
3726) Halifax St	0.70	870	F	98%	2%	0% 0%	0%	0%	С	0.101	F	0.663	960	F	2003
				To:		ECL Danville									
_				From:		Industrial Ave									
3727) Holbrook Ave	0.18	1800	F	98%	0%	1% 0%	0%	0%	F	0.09	F	0.536	1900	F	200
				To		Stokes St									
3727) Holbrook Ave	0.37	1800	F	98%	0%	1% 0%	0%	0%	F	0.087	F	0.552	2000	F	200
3121)			-						-		-				
Lighteek Ave	0.70	4400		From:	00/	Main St	00/	00/		0.402		0.562	1500		200
Holbrook Ave	0.79	1400	F	98% To:	0%	1% 0%	0%	0%	С	0.103	F	0.563	1500	F	200
						Cleveland St									
O December 2 Del	4.04	4000	_	From:	00/	N Main St	00/	00/	_	0.400	_	0.507	4.400	_	000
3732) Bradley Rd	1.24	1300	F	99% To:	0%	0% 0%	0%	0%	F	0.109	F	0.527	1400	F	2003
						Richmond Rd									
O			_	From:		108-1 Jefferson Ave			_		_			_	
Patton St	0.17	540	F	99% To:	0%	0% 0%	0%	0%	F	0.113	F	0.834	590	F	200
<u> </u>						108-11 S Ridge St									
				From:		Industrial Ave									
3735) Jefferson St	0.58	1700	F	99%	0%	0% 0%	0%	0%	F	0.087	F	0.509	1800	F	2003
				To: From:		Wilson St									
3735) Wilson St	0.39	1900	F	99%	0%	Jefferson St 0% 0%	0%	0%	С	0.103	F	0.584	2100	F	200
Wilson St	0.55	1300	•	33 /0	0 70	070 070	0 70	070	C	0.103	'	0.504	2100	•	200
				From:		Craghead St					_				
Wilson St	0.07	6000	F	99%	0%	0% 0%	0%	0%	F	0.093	F	0.633	6500	F	2003
_				To: From:		Bridge St		}							
3735) Worsham St	0.30	6700	F	100%	0%	0% 0%	0%	0%	С	0.09	F	0.594	7400	F	2003
				To		Taft St									
3735) Worsham St	0.34	6800	F	100%	0%	0% 0%	0%	0%	F	0.09	F	0.618	7400	F	2003
3733)				To:		N Main St									
				From:		Wendall Scott Dr									
3736) Third Ave	0.70	4900	F	97%	0%	1% 0%	1%	0%	С	0.093	F	0.602	5300	F	2003
3730) 1111147170	5.70			To:	J /0	N Main St	1 /0	J 70	0	0.000	•	0.002	3300	•	_00
				From:		SCL Danville; Dead I	End	<u>,</u>							
Grant St	0.58	570	F	97%	0%	1% 0%	1%	0%	F	0.112	F	0.748	620	F	2003
Grant St	0.00	0.0	•	To:	J /0	Industrial Ave	1 /0	5 /0	1	0.112	•	0.740	020	•	200
				From:											
Goodygar Plyd	2 10	2000	E		10/	SR 86	20/	Ω0/	_	0 105	F	0.607	2200	_	200
Goodyear Blvd	3.10	2000	F	93%	1%	2% 1%	3%	0%	F	0.185	F	0.607	2200	F	2003
				From:		US 29									
Goodyear Blvd	0.92	4900	F	93 <u>%</u>	1%	2% 1%	3%	0%	С	0.110	F	0.698	5400	F	2003
				To:		108-3716 Industrial B	lvd								
				From:											
				r tom.		Melrose Ave									
(3740) Verne Blvd	0.13	2200	F	99%	0%	Melrose Ave 0% 0% Gloucester Ave	0%	0%	F	0.104	F	0.549	2400	F	2003

						City of Danvil	ie								
Route	Length	AADT	QA	4Tire	Bus	Tru		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville															
O N // / / / / / / / / / / / / / / / / /	0.70	4000	_	From:	00/	Gloucester Ave		00/	•	0.404	_	0.544	0000	_	0000
Northmont Blvd	0.76	1800	F	99% To:	0%	0% 0%	0%	0%	С	0.104	F	0.511	2000	F	2003
						N Main St		l.							
O Donlar Ct	0.15	2000	_	From:	00/	North Ridge S		00/	0	0.100	_	0.570	2200	_	2002
9741 Poplar St	0.15	3000	F	99%	0%	1% 0%	0%	0%	С	0.108	F	0.578	3300	F	2003
<u> </u>				From:		Memorial Dr									
(3741) Poplar St	0.46	11000	F	98%	1%	1% 0%	0%	0%	С	0.091	F	0.584	12000	F	2003
				To:		Riverside Dr									
O			_	From:		Nordan Dr			_		_			_	
(3742) Orchard Dr	0.36	2500	F	98%	1%	1% 0%	0%	0%	F	0.135	F	0.738	2700	F	2003
				10:		Franklin Tnpk		<u> </u>							
O			_	From:		Riverside Dr			_		_			_	
(3743) Piney Forest Rd	0.67	5100	F	98%	1%	1% 0%	1%	0%	F	0.097	F	0.548	5500	F	2003
				From:		Woodberry Dr		-							
3743) Piney Forest Rd	0.01	1900	F	98 <u>%</u>	1%	1% 0%	1%	0%	F	0.098	F		2100	F	2003
				To:		Central Blvd									
				From:		Riverside Dr									
3745) Audubon Dr	0.95	3000	F	98%	1%	1% 0%	1%	0%	С	0.124	F	0.550	3200	F	2003
				To-		Piney Forest Re	d								
				From:		SR 293 N Main									
3746) Baily Pl	0.57	1300	F	98%	0%	1% 0%	1%	0%	F	0.091	F	0.564	1400	F	2003
				To:		Seminole Dr									
_				From:		River Side Dr									-
3747) Arnette Blvd	0.98	7900	F	98%	0%	1% 0%	1%	0%	F	0.094	F	0.624	8600	F	2003
				To:		Wendell Scott I	)r								
3747) Arnette Blvd	1.07	3000	F	98%	0%	1% 0%	1%	0%	С	0.092	F	0.549	3300	F	2003
S141)				To:		US 29 Piney Fores	st Rd								
				From:		Union St									
3749) Henry Rd	0.06	4200	F	98%	0%	1% 0%	1%	0%	F	0.106	F	0.776	4600	F	2003
				To:		Riverside Dr									
3749 Locust La	0.53	4900	F	97%	0%	1% 1%	0%	0%	F	0.099	F	0.662	5400	F	2003
(3749) Locust La	0.55	4300	•	37 70	0 70		0 70	0 70	'	0.033	'	0.002	3400	'	2003
				From:	201	Sherwood Dr	201								
3749 Locust Ave	0.31	3200	F	97% To:	0%	1% 1%	0%	0%	С	0.098	F	0.623	3500	F	2003
				From:		Wendell Scott I Locust Lane	)r								
3749) Wendall Scott Dr	0.18	3800	F	99%	0%	0% 0%	0%	0%	F	0.092	F	0.589	4100	F	2003
3749	00		•	T			0,0		•	0.002		0.000		-	_000
Wandall Coatt Dr	0.72	4400		From:	00/	Amette Blvd	00/			0.000		0.515	4500		2002
Wendall Scott Dr	0.73	4100	F	99%	0%	0% 0%	0%	0%	С	0.089	F	0.515	4500	F	2003
<u> </u>				From:		Piney Forest Re									
3749 Beaver Mill Rd	0.59	2200	F	99%	0%	0% 0%	0%	0%	F	0.101	F	0.664	2400	F	2003
				To:		WCL Danville	;								
$\sim$				From:		Locust La									
(3751) Sherwood Dr	0.18	1900	F	98 <u>%</u>	0%	1% 1%	0%	0%	F	0.132	F	0.674	2100	F	2003
<u> </u>				To:		Amette Blvd									
				From:		N Main St							,		
3753) Henry St	0.24	1700	F	98 <u>%</u>	0%	1% 1%	0%	0%	F	0.101	F	0.567	1800	F	2003
				To: From:		Claiborne St									
Claibarna St	1.06	2200	_		10/	Henry St	Λ0/	00/	_	0.000	_	0 577	2400	_	2002
3753 Claiborne St	1.26	2200	F	98% To:	1%	1% 0%	0%	0%	С	0.099	F	0.577	2400	F	2003
						Third Ave									
Adalassa As	0.00	4000	_	From:	001	Amette Blvd	001	001	_	0.404	_	0.71	5000	_	0000
3755 Melrose Ave	0.36	4900	F	99% To:	0%	0% 0%	0%	0%	F	0.121	F	0.71	5300	F	2003
				From:		Ruskin St Melrose Ave									
3755) Ruskin St	0.18	4500	F	98%	0%	1% 1%	0%	0%	F	0.113	F	0.663	5000	F	2003
(3755) Ruskin St	5.10		•	To:	J /0	Parrish Rd	<b>3</b> / 0	- 70	•	5.110	•	0.000	2300	•	_000
						r altisti Kü									

						City of Dariville								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		$\cap$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Danville				-										
3755) Nordan Dr	0.31	5000	F	98%	0%	Parrish Rd 1% 1% 0%	0%	F	0.112	F	0.635	5500	F	2003
Nordan Dr	0.01	0000	•	To:	070	Piney Forest Rd	070	•	0.112	•	0.000	0000	•	2000
				From:		N Main St	Ī							
3759) Franklin Tnpk	0.92	7200	F	98%	0%	1% 1% 0%	0%	С	0.091	F	0.597	7900	F	2003
				To:		Piney Forest Rd								
				From:		US 29 Bus								
3765) Park Ave	0.84	2900	F	99%	1%	0% 0% 0%	0%	С	0.102	F	0.575	3200	F	2003
				To:		SR 51								
<u> </u>				From:		South Boston Rd								
Kentuck Rd	1.39	8800	F	92% To:	1%	1% 2% 4%	0%	С	0.09	F	0.528	9600	F	2003
						NCL Danville								
Millor Dd	0.04	4600	_	From:	10/	SCL Danville	00/	_	0.1	_	0.696	1700	г	2001
Miller Rd	0.84	1600	F	92% To:	1%	1% 2% 4% US 58	0%	F	0.1	F	0.686	1700	F	2003
				From:										
Old Riverside Dr	0.25	4200	F	99%	0%	Riverside Dr 1% 0% 0%	0%	F	0.097	F	0.542	4600	F	2003
Old Riverside Dr	0.20	00	•	To:	J /0	Mt Cross Rd	J 70	•	5.551	•	5.0-TZ	4000	•	200
				From:		Memorial Dr								
Piedmont Dr	0.25	21000	F	99%	0%	1% 0% 0%	0%	F	0.087	F	0.561	23000	F	200
				To:		Riverside Dr								
Piedmont Dr	0.53	13000	F	From: 99%	0%	1% 0% 0%	0%	F	0.088	F	0.511	14000	F	2003
7772) - 100	0.00		•	To:				•	0.000	•	0.0		•	
Piedmont Dr	1.32	24000	F	From: 99%	0%	Westover Dr 1% 0% 0%	0%	С	0.093	F	0.518	26000	F	200
Piedmont Dr	1.02	2-1000	•	To:	070	Central Blvd	070	O	0.000	•	0.510	20000	į.	200.
				From:		SCL Danville								
773) Gypsum Rd	1.46	1600	F	99%	0%	1% 0% 0%	0%	F	0.116	F	0.568	1700	F	2003
<u></u>				To:		Goodyear Blvd								
				From:		SR 51	1							
Moorfield Bridge Rd	0.04	1800	F	99%	0%	0% 0% 0%	0%	F	0.109	F	0.627	2000	F	2003
				To:		WCL Danville								
_				From:		SR 360								
Little Creek Rd	0.52	3400	F	98%	2%	0% 0% 0%	0%	F	0.1	F	0.641	3700	F	2003
				To:	7	1-732 JB-108 ECL Danville								
<u> </u>				From:		Water St							_	
Eagle Spring Rd	1.70	330	F	99% To:	0%	0% 0% 0%	0%	С	0.12	F	0.792	360	F	200
						ECL Danville								
Alpine Dr		290	F	From:		Locust La			0.098	F		320	F	200
Alpine Di		290	Г	To:		Lynndale Dr	1		0.096	Г		320	Г	200
				From:		Tamworth Dr								
Annhurst Dr		570	F			Taniwolui Di			0.104	F		620	F	200
7			•	To:		Vicar Rd				•		020	•	
				From:		US 58								
Barrett St		1500	F						0.089	F		1600	F	200
				To:		Capri Ct								
				From:		Ginger Dr								
Cathy Dr		360	F	_					0.1	F		390	F	2003
				To:		Cathy Pl								
				From:		Layton Ave								
Clarkson Dr		110	F						0.143	F		120	F	200
				To:		Dunmore St								
				From:		Leemont Court				_		-		
Clement Avenue		450	F	_{7.}					0.102	F	0.628	450	F	2003
				lo:		N. Main Street								

						City	of Dany	ville								
Route	Length	AADT	QA	4Tire	Bus		-	ruck		$\Omega$ C	K	QK	Dir	AAWDT	QW	Year
	ŭ					2Axle	: 3+Ax	le 1Trail	2Trail		Factor		Factor			
itv of Danville				From:		Ply	ymouth D	<b>)</b> r	ī							
Courtney St		120	F					-	4		0.126	F		130	F	2003
				To:		Sk	kyline Av	e								
				From:		Aı	mett Blvc	i	Ī							
Dalton Street		670	F								0.13	F	0.636	670	F	2003
				To:		Ru	ıskin Stre	et								
				From:		S	pencer St									
Hamlin Ave		560	F	To:			IM: 0				0.105	F	0.537	610	F	2003
							Main St									
Hampton Dr		470	F	From:		Bro	ookview I	Or			0.085	F		510	F	2003
патірюп Бі		470	•	To:		Bri	ightwell I	Or			0.005	'		310	'	2003
				From:			thwest Bl		1							
Ingram Street		460	F	<u> </u>		11011	uiwest Di	ıvu			0.114	F		460	F	2003
<b>3</b>				To:		Pai	rrott Stree	et								
				From:		L	Locust Ln									
Ivy St		240	F	-					-		0.147	F		270	F	2003
				To:		Cun	nningham	St								
				From:		Edg	gewood I	_a								
Meadowbrook Dr		340	F								0.121	F	0.677	370	F	2003
				To:		]	Main St									
				From:			US 29									
Nelson St		300	F	т.,		W	T. D	11			0.118	F		330	F	2003
				10.			CL Danvil									
Dorldond Dr		220	F	From:		Me	eadow Lai	ne			0.104	F		220	_	2002
Parkland Dr		320	Г	To:		Eda	ewood La	ane	1		0.104	Г		320	F	2003
				From:												
Rosemary La		200	F	110		Hu	intington l	P1			0.092	F		220	F	2003
. 1000 1			-	To:		Т	Tyler Ave				0.002	•			•	
				From:		Kit	ttyhawk [	)r	Ī							
Springfield Rd		210	F	<u> </u>							0.105	F		230	F	2003
				To:		Lon	nbardy W	'ay								
				From:		Woo	odberry A	ve								
Summit Rd		270	F								0.114	F		290	F	2003
				To:		1	Arbor Pl									
				From:		Taı	mworth I	)r								
Tamworth PI		110	F	_{7.}							0.109	F		120	F	2003
				To:			onway Di									
Miner Del		202	_	From:		Wi	ildwood C	Ct			0.444	_		040	_	0000
Vicar Rd		290	F	To:		D.	aintree Ro	4			0.111	F		310	F	2003
				From:												
Wheatley Rd		110	F	Front.		Sh	hannon D	Г			0.156	F		120	F	2003
will calley INU		110	r	To:		Re	anister D	r	1		0.150			120	'	2003
						D	unsul D		<u>.</u>							